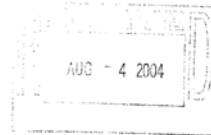


Comment Letter I089**I089**

July 31, 2004

Joseph Petrillo, Chair
High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



Dear Mr. Petrillo,

I am writing this letter for inclusion into the draft EIR/EIS high-speed rail public comment period which closes on August 31.

I often travel by train while in Europe for business. The most common rail routes that I use are the Amsterdam- Paris and the Berlin- Hamburg lines. I am also a frequent business air traveler between the Bay Area and Southern California. A high speed rail trip of 3.5 hours from San Francisco or San Jose to Los Angeles is one I would use.


I do appreciate the need to provide intrastate rail transportation in order to enhance the state's transportation infrastructure, air quality and economic vitality. I am supportive of the California high-speed rail project. I do not support the proposed rail routing through the Diablo Range in order to connect the Central Valley and the Bay Area.

I encourage the High-Speed Rail Authority to reconsider the Altamont Pass Route, or any other existing developed transportation corridor, as an alternative to the Diablo Range route. The Altamont Pass Route is a viable option because it is developed and would minimize the impact on undeveloped land, which the Diablo Route does not.

From a fiscal perspective the Altamont Pass Route, or any other developed corridor, costs could be less than developing a new transportation corridor such as the Diablo Route for two reasons. First, developed transportation corridors may not require as many, or as large, infrastructure land modifications such as the creation of tunnels which will be needed for the Diablo Route. Second, using developed transportation corridors to connect the regions will have lower costs because undeveloped (and protected) land will be saved for future Californians.

I look forward to attending future public meetings in my region and reviewing future reports associated with the high-speed rail project. I support a high-speed rail project that is carried out in an environmentally and fiscally responsible manner.

Cordially,


Susan Rowinski
3507 Hacienda Street
San Mateo, CA 94403

CC: Governor Schwarzenegger, Senator Speier, Assembly Member Mullin

I089-1

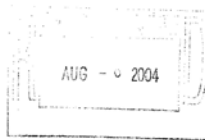
Response to Comments of Susan Rowinski, July 31, 2004 (Letter I089)

I089-1

Please see standard response 6.3.1.

Comment Letter I090**I090**

From: Daniel P. McGrath
1227 Masonic #12
San Francisco, CA
94117



To: Joseph Petrillo
Chair, California High Speed Rail Authority
915 L Street 1425
Sacramento, CA
95814

Dear Sir:

I am writing to express complaint regarding the proposed high speed rail routes through Henry Coe State Park.

As a permanent California and Bay Area resident, I have come to love and appreciate the park for many reasons.

For one, I believe it is one of the last places affording California residents a view of the natural beauty once existing throughout the state; relatively untouched by human development and exploitation.

For another, it is unquestionably a most important habitat corridor for plant and animal life. Oak woodlands, once abundant throughout most of the state, have been greatly reduced. The importance of these environments for wildlife is well understood. Henry Coe State Park is one of the few remaining oak woodlands large enough to thrive along the borders of human activity.

Considering these statements, why put the park at risk when viable alternatives for the rail line exist?

I, like so many others, love quiet and remote places. They are increasingly hard to find, but presently we have one in our own backyard that should be preserved forever.

Please remove from consideration the proposed rail lines through Henry Coe State Park. Your time and work is appreciated.

I090-1

Sincerely,

Daniel P. McGrath

Response to Comments of Daniel P. McGrath, August 3, 2004 (Letter I090)

I090-1

Please see standard response 6.3.1.

Comment Letter I091**I091**

212 South 18th Street
San Jose, CA 95116

July 25, 2004

California High-Speed Train
Draft Program EIR/EIS Comments
925 L Street
Sacramento, CA 95814

To Whom it May Concern:

These comments pertain to the Bay Area to Central Valley Route proposals for the Bullet Train. We urge you to consider ONLY the Pacheco Pass Route. Please do not consider the three alignment options through the Diablo range (The north tunnel, tunnel under Coe State Park, or the minimized tunnel) because of the needless destruction of the Bay Area's last wilderness areas.

The negative impacts would violate your own key criteria listed in your EIR/EIS (page s-2), i.e. "Destruction of natural resources, wildlife corridors, wetlands, habitats for special species and farmlands, flood plains, parks and cultural resources.

Wilderness cannot be manufactured by human hands. What little remains will never grow any larger. If the Orestimba Wilderness Area IS BISECTED BY THE HIGH-SPEED TRAIN, THE WILDERNESS WILL CEASE TO EXIST.

Thank you for your kind attention to this matter.

Sincerely,

Kenneth MacKay

Patricia MacKay

By KM

OR the Coe Advocates
Hybrid Route

I091-1

Response to Comments of Kenneth and Patricia MacKay, July 25, 2004 (Letter I091)

I091-1

Please see standard response 6.3.1.

Comment Letter I092**I092**

Director
California High Speed Rail Authority
925 L Street #1425
Sacramento, CA 95814

3740 Ridgeview CT
Morgan Hill, CA 95037
August 10, 2004

Dear Sir/Ma'am,

I have reviewed the plans for the High Speed Rail and am deeply concerned that the system may be developed through Henry W. Coe State Park. An admirable mission of the California state park system, as I understand it, is to preserve and protect unique resources within our state. Further Henry W. Coe State Park, the largest state park in Northern California, went through a rigorous general plan with state and public review for a process that maximizes this lofty mission. However this mission and the spirit of peaceful use of this precious resource are clearly violated by any rail system within the boundaries of the park. One current proposed route will tunnel under the Orestimba Wilderness, and there is considerable political/operational pressure to choose this route. The current general plan for the park has designated the Orestimba as a state wilderness area which prohibits even motorized vehicles within its boundaries. No group should be immune to state guidelines and established use requirements, particularly given the extensive and rigorous state review and development process required by state law, I believe.

Wallace Stegner, a respected author and Pulitzer Prize winner, wrote an essay on wilderness in 'A Sense of Place'. Paraphrased, he said that he has often explored the wilderness of California, but the time arrived when his journeys were limited, and that was enough. Then he arrived at the point in his life that he could travel only to the boundaries of wilderness, but that was enough. Then his life was at the point that he could only think in wonder of his times of peace, quiet and enjoyment, knowing that his grandchildren would enjoy the California wilderness of the future, BUT that was enough!

Please support and choose an alternative proposal that does NOT travel through Henry W. Coe State Park as the only viable alternative for the people of California. Please preserve and protect the unique California resource of Henry W. Coe State Park.

Regards,


Don Holmes

I092-1

Response to Comments of Don Holmes, August 12, 2004 (Letter I092)

I092-1

Please see standard response 6.3.1.

Comment Letter I093

I093

8/17/2004

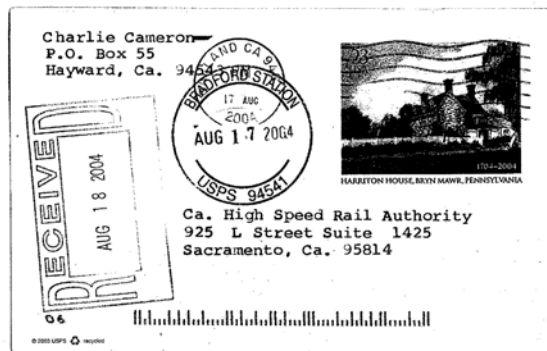
Dear Ca. High Speed Rail Authority:

Item 1. I have revied the Draft Program EIR and (EIS/EIR) for the Proposed Ca. High Speed Trainin System & it looks OK by, me, sure there are things, & Route that I do think should/could have been done but I do think in in FINAL ASSEMENT THE ROUTE UP THE ~~PENINSULA~~ IS THE BETTER/BEST THAN COMING UP TO OAKLAND, CA FIRST & THEN OVER TO SF. (2) TRUE ALL THIN MY CHANGE AFTER THE NEXT EARTH QUAKE ON THE NORTHER OR SOUTHER NBR, OF THE HAYWARD FAULT.

*PENINSULA
P.S. PLEASE "JULY"
GET IT RIGHT
YACHT WORK*

V. L. L.
Charlie Cameron
P.O. Box 55
Hayward, Ca. 94543

I093-1



Response to Comments of Charlie Cameron, August 17, 2004 (Letter I093)

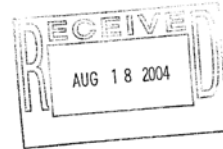
I093-1

Acknowledged. Please also see standard response 6.3.1.

Comment Letter I094

I094

August 11, 2004



Mary Jo Eastes
2308 W. Sunset Drive
Visalia, CA 93291

California High Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814

ATT: CA High-speed Rail Authority

I am in favor of the High Speed Rail in CA and would like to request that you have the Rail follow the UP line, which would have it come to Visalia (99 and 198).

I094-1

Just an interested traveler,

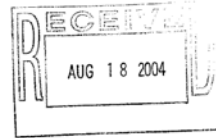
Response to Comments of Mary Jo Eastes, August 11, 2004 (Letter I094)

I094-1

Please see standard response 6.15.4 and standard response 6.21.1.

Comment Letter I095**I095**

August 12, 2004



Richard Eastes
2308 W. Sunset Drive
Visalia, CA 93291

California High Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814

ATT: CA High-speed Rail Authority

I am in favor of the High Speed Rail in CA and would like to request that you have the Rail follow the UP line, which would have it come to Visalia (99 and 198).

I095-1

Sincerely,

Response to Comments of Richard Eastes, August 12, 2004 (Letter I095)

I095-1

Please see standard response 6.15.4 and standard response 6.21.1.

Comment Letter I096

I096



AUG 16, 2004

CALIFORNIA HIGH-SPEED RAIL AUTHORITY;
925 L ST, SAC. CA 95814

DEAR RAIL-AUTHORITY:

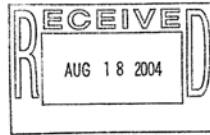
WE ARE WRITING TO URGE YOU TO EXPEDITE
THE DEVELOPMENT OF THE HIGH-SPEED RAIL SYSTEM,
AND TO USE THE HIGHWAY 99 CORRIDOR WHICH
CONNECTS THE MAIN POPULATION CENTERS WITH A STOP
AT HWY 198 (VISALIA) THANK YOU,

Willie & Elizabeth Lovett

Response to Comments of William and Elizabeth Lovett, August 16, 2004 (Letter I096)

I096-1

Please see standard response 6.15.4 and standard response 6.21.1.

Comment Letter I097**I097**

August 2004

To whom it may concern

I believe that the proposed routing of the High Speed Rail through Henry W. Coe State Park is a terrible mistake, one that will cause damage beyond repair. State Parks are designated as protected areas for a reason — so that any clown with a bright idea for making a few bucks can't just waltz in and destroy what's been set aside.

You ought to be ashamed of yourselves

Sincerely

Nancy Ames Simon
Nancy Simon

I097-1

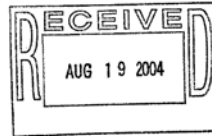
Response to Comments of Nancy A. Simon, August 18, 2004 (Letter I097)

I097-1

Please see standard response 6.3.1.

Comment Letter I098

Mrs. Albert R. Schreck
255 Golden Hills Drive
Portola Valley, Calif. 94028



August 18, 2004

California High-Speed Rail Authority
Draft Program EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Members of the Rail Authority,

It has come to my attention that your Authority is considering routes for a high-speed rail system that would connect the Bay Area with Los Angeles.

Please revise and recirculate the Draft Environmental Impact Report so that it fully considers all of the environmental impacts of all of the possible routes for the high-speed rail, including full consideration of the Altamont Pass Alternative.

Thank you for your consideration.

Sincerely,

Joel Wells Schreck (Mrs. Albert R.)

I098-1

Response to Comments of Joel Wells Schreck (Mrs. Albert R.), August 18, 2004 (Letter I098)

I098-1

Please see standard response 2.18.1.

Comment Letter I099

SENT BY: GATEWAY;

6505668789;

AUG-19-04 7:50PM;

PAGE 1/1

I099

169 Spruce Avenue
Menlo Park, CA 94025
17 August 2004



California High-Speed Rail Authority
Draft Program EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814
Fax (916) 322-0827

Dear High-Speed Rail Authorities;

I urge you to revise your Draft Environmental Impact Report to include the Altamont Pass Alternative. From what I understand, this version of the high-speed rail system would make less of an overall impact on a large area around San Francisco Bay. Your DEIR should consider all environmental impacts of all possible routes for the California high-speed rail.

We all approve of efficient and environmentally sound transportation, but your committee should make certain that you select the route with the least adverse effect on wild lands and neighborhoods.

Please do **not** drop the Altamont Pass Alternative from your full consideration.

Thank you,

(Mrs.) Nancy Barnby

I099-1



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Comments of Nancy Barnby, August 17, 2004 (Letter I099)

I099-1

Please see standard response 2.18.1.

Comment Letter I100

I100

REDWOOD CITY | 1001 Marshall Street
Los Angeles | Redwood City, CA 94063
New York | Telephone (650) 364-8200
San Francisco | Facsimile (650) 780-1701
San Jose | www.ropers.com

MICHAEL J. BRADY
(650) 780-1724

August 19, 2004

MBRADY@ROPERS.COM

Via U.S. Mail

California High Speed Train
Draft Program EIR/EIS Comments
925 L. Street, Suite 1425
Sacramento, CA 95814

Re: High speed rail

Gentlemen:

My wife and I object very strongly to the substance of the CHSRA Draft Environmental Impact Report/Environmental Statement with respect to the high speed train that is being proposed. Following are our concerns:

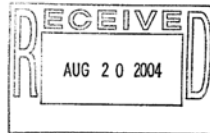
LACK OF CONSIDERATION OF ALTERNATE ROUTES THAT HAVE MUCH LESS IMPACT

The existing rail corridor from San Jose to San Francisco is the most densely populated part of California along railroad tracks except for Los Angeles County itself. Accordingly, a frontal high-speed railroad project running directly along existing rail lines (given the immensity of the high-speed project) will have a huge effect upon hundreds of thousands of people (largely the population living in what is known as the San Francisco Peninsula). The Altamont alternative route would have much less impact on our residents. It would bring rail commuters to Fremont and the across the Bay, entering the Peninsula in areas that are much more industrial and continuing northward through such areas. There would be much less impact upon residential neighborhoods.

Alternatively, why didn't the environmental impact statement consider coordinating rail service with BART service: for example, rail commuters could get off the train in Fremont and get on the existing BART system which could take them anywhere throughout the Bay Area, including San Francisco, Oakland, the East Bay, and the airport. I ride the existing Cal Train daily and when you arrive at the new Millbrae station, you can walk 25 feet across the platform and get on all three BART lines to take you anywhere in the Bay Area - marvelously convenient. Why wouldn't this work in Fremont? Think of the money you would save as well: a bridge would not have to built across the Bay (think about the years of fighting the environmentalist).

RCI/359426.1/DM1

LAWYERS
RMKB
ROPERS MAJESKI ROHN BENTLEY



August 19, 2004

LAWYERS
RMKB
ROPERS MAJESKI ROHN BENTLEY
Page 2

Furthermore, San Jose would not be "left out" with the Altamont alternative. It is my understanding that rail tracks could be run from Fremont to San Jose thereby serving that City and allowing commuters to conveniently take high-speed rails from San Jose to Southern California and back.

Based on what I have heard, it appears that a "political" decision was made, namely, politicians in San Jose insisting that there has to be a high-speed rail along existing rail lines directly through the Peninsula without any consideration of the effects. The essence of an environmental impact statement is to consider exactly those effects and try to ameliorate them while allowing the project to remain feasible. The Altamont alternative meets those criteria.

NOISE

Every morning I go for a seven mile walk. This takes me from the existing Cal Train line to a distance almost two miles away (Alameda de las Pulgas). In the morning, when you are two miles away from the tracks, you can hear the roar (I am not talking about the whistle, but the roar of the train) radiating throughout the towns of Menlo Park and Atherton. The proposal for a high-speed rail involves raising the rail bed at least 12 feet into the air. It also involves cutting down hundreds of trees along the right of way (trees block noise). This will enormously increase the sound, not only for those residential properties adjacent to the tracks, but for tens of thousands of residents living many blocks away. No one has addressed this phenomenon, although it is a scientific fact that if you stick a project like this into the air, with no buffers, the noise level will increase massively.

TREES

Existing documents concerning this proposed project indicate that almost 1900 trees are scheduled for removal in the San Francisco Peninsula area. This means trees predominantly in the towns of Atherton, Menlo Park, Palo Alto and Mountain View, since those are residential areas that have large numbers of mature trees, many of them over 100 feet high. The removal of these trees will have devastating aesthetic effects on these communities. It appears that few citizens are aware that this is an inevitable by-product of the proposal. It must be addressed.

EMINENT DOMAIN

The proposed route takes you through miles of densely populated residential neighborhoods. You will inevitably be condemning all sorts of properties, with enormous effect upon local residents, not to mention the financial effect upon local governments and jurisdictions. This is another huge reason for considering the Altamont alternative.

RCI/359426.1/DM1

I100-1
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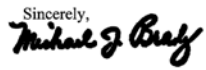
Comment Letter I 100 Continued

August 19, 2004

LAWYERS
RMKB
ROBERT MAJESKI KIM REILLY
Page 3

We urge you to reconsider and reopen this matter so that the alternatives can be considered; your central purpose is to analyze a project that is feasible that will have the least adverse effects upon the residents of the area affected.

Thank you for your consideration.

Sincerely,

Michael J. and Anita Brady
191 Forest Lane
Menlo Park, CA 94025

MJB/dm

RC1/359426.1/DM1

Response to Comments of Michael J. and Anita Brady, August 19, 2004 (Letter I100)

I100-1

Acknowledged. Please see standard response 2.18.1. Available studies (the CRA technical studies referenced in the Program EIR/EIS and other HST feasibility studies such as the FRA Commercial Feasibility Study, 1996) indicate HST ridership potential is highly dependent on the total trip time and the number of transfers. The HST service would result in travel times between Downtown Los Angeles and Downtown San Francisco and Downtown Los Angeles and Downtown Oakland in about 2 and ½ hours, without a transfer, while the trip could be made between Downtown Los Angeles and San Jose in a little over 2 hours. HST service to the downtowns of major cities such as San Francisco, Oakland, San Jose and to major airports greatly increase the connectivity and accessibility of the HST system, and enable the system to directly serve major regional transit hubs such as the Transbay Terminal, Diridon Station, Oakland Airport, San Francisco International Airport (SFO) and either West Oakland BART or 12th Street City Center. If the HST system terminated in Fremont, air transportation would be considerably more accessible to intercity passengers than HST service in the Bay Area. In addition to requiring a transfer at Fremont, BART does not provide express services. BART travel times between Oakland and Fremont (38 minutes) and San Francisco (45 minutes) and Fremont are over twice the times that could be provided by HST service.

The Authority investigated the ridership and revenue impacts of terminating the HST system in San Jose as part of its June 2000 Business Plan. Forecasts by Charles River Associates concluded that the HST system would lose about 17% of its ridership and 18% of its revenue if the HST system terminated in San Jose (Corridor Evaluation, December 1999). The Authority concluded that service to San Francisco and/or Oakland is essential to the feasibility of the HST system. However, please see standard response 6.2.1.

The Authority disagrees that “existing documents concerning this proposed project indicated that almost 1900 trees are scheduled for removal in the San Francisco Peninsula area.” Determining the number of trees that may be impacted by specific proposed improvements is beyond the scope of this program level environmental process. In coordination with Samtrans, at a conceptual level of design, it has been concluded that the improvements needed for HST service would be almost completely within the existing Caltrain right-of-way, thereby minimizing impacts to neighborhoods, trees, and the natural environment. Should the HST project move forward, determining specific impacts, including trees scheduled for removal, would be part of future project specific studies.

Moreover, while the Program EIR/EIS acknowledges that there would be potential increases in noise impacts primarily as a result of increased frequency of trains, there would also be a reduction in existing noise levels due to the elimination of horn noise and gate noise from existing services as a result of the grade separations at existing crossings. In addition, the document identifies noise barriers as a potentially effective mitigation strategy.